



MARYLAND TRANSPORTATION AUTHORITY POLICE DEPARTMENT
COLLISION RECONSTRUCTION UNIT



Case # 13L007396





MARYLAND TRANSPORTATION AUTHORITY POLICE DEPARTMENT
COLLISION RECONSTRUCTION UNIT



Case # 13L007396

SIGNATURE PAGE

DAY: Friday, July 19, 2013

MAARS Report: # 12021230

CASE # Maryland Transportation Authority Police Complaint # 13L007396

CW #0751

Senior Officer II Christopher Wilson # 0751
Lead-Investigator Collision Reconstruction Unit
Maryland Transportation Authority Police
Collision Reconstructionist & Commercial Vehicle Inspector

[Signature] #0463
Corporal Leroy Kellam Jr. # 0463
Assistant-Investigator Collision Reconstruction Unit
Maryland Transportation Authority Police
Collision Reconstructionist & Commercial Vehicle Inspector

[Signature]
Captain R. J. Glese #0590
Collision Reconstruction Unit
Maryland Transportation Authority Police
Collision Reconstructionist

[Signature]
Reviewed for Form and Legal Sufficiency
Sharon B. Benzil
Assistant Attorney General



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INFORMATION SHEET

DAY: Friday, July 19, 2013

WEATHER: Clear/Dry Temperature 89.4 Fahrenheit

WINDS: Variable 4.6 miles per hour

TIME: 08:24 PM

LOCATION: US Route 50/301, Blue Star Memorial Highway, East bound at Mile Marker 32.5, William Preston Lane Memorial Jr. Bridge (commonly referred to as the "Chesapeake Bay Bridge")

ROADWAY CONDITIONS: Dry/Clear

CASE TYPE: Three vehicle collision involving one (1) Commercial Motor Vehicle with a Gross Vehicle Weight Rating of 80,000lbs (trailer empty) and two (2) passenger vehicles, resulting in one (1) passenger vehicle going over the wall into the Chesapeake Bay.

COLLISION RECONSTRUCTIONIST: Senior Officer II Christopher Wilson # 0751

INVESTIGATING OFFICER: Senior Officer II Christopher Wilson # 0751

CASE #: 13T007396

MAARS Report: # 12021230



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OPERATOR AND VEHICLE INFORMATION

Vehicle #1

Operator

Gabor (NMN) Lovasz

[REDACTED]
[REDACTED]

Date of Birth [REDACTED]
[REDACTED]

License Class: A

Endorsements: Tractor Trailer/Air brakes

Restrictions: None

Injuries: None

Owner

Bulk Carriers PEI

P.O. Box 153

Cornwall, PE C0A1H0

Physical Address:

779 Bannockburn Road

Clyde River, PE C0A1H0

Vehicle #1 Power Unit

Year: 2010

Make: International

Model: Prostar

VIN #: 2HSCUAPR1AC157047

Prince Edward Island (Canada)

Registration: P3269

Expires: 01/31/2014

Color: Red

Insurance Company: Northbridge

Policy #: 2010390



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OPERATOR AND VEHICLE INFORMATION CONTINUED

Trailer Information

Year: 2006
Make: Great Dane
Model: Box Trailer
VIN #: 1GRAA06256W701526
Prince Edward Island (Canada)
Registration: 228TF
Expires: 01/31/2015
Color: White

Insurance Company: Northbridge
Policy #: 2010390



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OPERATOR AND VEHICLE INFORMATION CONTINUED

Vehicle #2

Operator

Morgan Jade Lake
[REDACTED]
[REDACTED]

Date of Birth: [REDACTED]
Maryland OLN: [REDACTED]
License Class: C
Restrictions: [REDACTED]
Injuries: Non-life threatening

Owner

Melani Miranda Lake
[REDACTED]
[REDACTED]

Physical Address:
[REDACTED]
[REDACTED]

Vehicle #2

Year: 2007
Make: Chrysler
Model: Sebring
VIN #: 1C3LC56K27N532720
Maryland Registration: [REDACTED]
Expires: 11/2014
Color: Red

Insurance Company: United Services Automobile Association
Policy #: 01792895607101



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OPERATOR AND VEHICLE INFORMATION CONTINUED

Vehicle #3

Operator

Herbert Alfred Sutcliffe Jr.
[REDACTED]

Date of Birth: [REDACTED]

Maryland OLN: [REDACTED]

License Class: C

Restrictions: [REDACTED]

Injuries: None

Owner

Lisa Sutcliffe
[REDACTED]

Passenger

Right front:

Lisa Sutcliffe
[REDACTED]

Vehicle #3

Year: 2014

Make: Mazda

Model: CX5

VIN #: JM3KE4CY0E0328259

Maryland Registration: [REDACTED]

Expires: 04/15

Color: Blue

Insurance Company: Erie Insurance Exchange

Policy #: Q072605331



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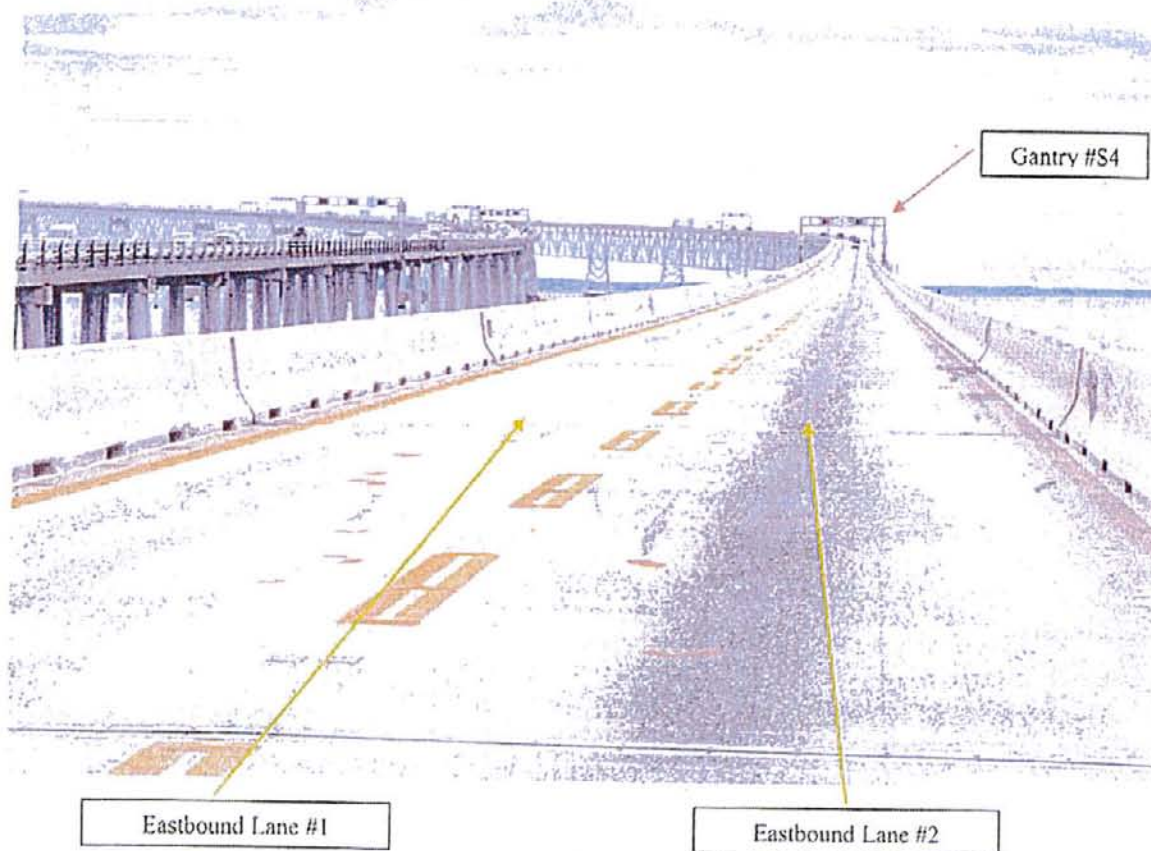


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SCENE IDENTIFICATION

The area where the collision occurred is on US Route 50/301 on the eastbound span of William Preston Lane Jr. Memorial Bridge (also known as the Chesapeake Bay Bridge) at Mile Marker 32.5. The left lane measures from the center of the yellow line to the center of the double yellow line at 12 feet 2.5 inches. The right lane measures from the center double yellow line to the center of the white line at 12 feet 6.1 inches. The composition of the roadway is concrete. The posted speed limit is 40 miles per hour.

The below photograph was taken just prior to and underneath gantry #S3 facing eastbound towards gantry #S4





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PRE-CRASH

The operator of Vehicle #1 is identified as Gabor Lovasz with a Prince Edward Island (Canada) Class A Drivers License, OLN: [REDACTED] with a D.O.B. of [REDACTED]. Mr. Lovasz will be referred to as the Operator of Vehicle #1 throughout this report. He was operating a 2010 International tractor, Prince Edward Island (Canada) Registration P3269, VIN: 2HSCUAPR1AC157047 pulling a 2006 Great Dane trailer, Prince Edward Island (Canada) Registration 228TF. This vehicle will be referred to as Vehicle #1 throughout this report. Mr. Lovasz was travelling eastbound on US Route 50 and was alone.

(NOTE: The times listed below for Vehicle #1 are reflected in Atlantic Standard Time zone times, as indicated by the electronic log book as maintained by the carrier for which the operator was working.)

Vehicle #1's operator entered a program in April 2013 with the Temporary Foreign Worker Program (TFW) pilot project, a service located in Prince Edward Island, through the Canadian Government. While employed by this company, he obtained his Commercial Driver's License (CDL) in April 2013. After obtaining his CDL, he gained employment with Bulk Carrier, with which he was employed with at the time of the crash. He was working in Canada only prior to July 18, 2013.

On July 17, 2013, he was paired with an experienced Bulk Carrier driver and they drove to the Cummins Northeast LLC maintenance shop located in Dedham, Massachusetts. At this point the experienced driver left Mr. Lovasz with the vehicle that was to be his tractor trailer combination.

On July 18, 2013 Operator #1 departed Dedham, Massachusetts and began his first solo United States trip. This trip was to Orange, Virginia and the next scheduled pick-up was in Rhodesdale, Maryland. (See attachment #16)

The operator of Vehicle #1 departed 9 miles north of Louisa, Virginia at 4:57 p.m. (Atlantic Time) after performing his pre-trip inspection. He stopped 5 miles south of Fredericksburg, Virginia for fuel at 6:33 p.m. (Atlantic Time), and then he proceeded to the Bay Bridge. His destination was Rhodesdale, Maryland. (See attachment #16)



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PRE-CRASH

The operator of Vehicle #2 is identified as Morgan Jade Lake with a Maryland Class C Drivers License, OLN: [REDACTED], with a D.O.B. of [REDACTED]. Ms. Lake will be referred to as the Operator of Vehicle #2 throughout this report. She was operating a 2007 Chrysler Sebring, Maryland registration [REDACTED]. This vehicle will be referred to as Vehicle #2 throughout this report. Ms. Lake was traveling eastbound on US Route 50 with no other passengers in her vehicle.

On the day of the crash, the operator of Vehicle #2 began work at 10:00 a.m. at Unique Sports Academy teaching cheerleading. She left Unique Sports Academy at about 11:00am. After work, she saw her mother, where she stayed until about 3:00pm. At that time, they departed in separate vehicles to drive to a Mercedes dealership in Annapolis, Maryland. Afterwards they had dinner at the Boatyard Grill, 400 4th Street, Annapolis, Maryland. Operator #2 left the restaurant around 7:30pm. She entered onto US Route 50/301 where she was headed to Sharon Hill, Pennsylvania, located near Philadelphia.

The operator of Vehicle #3 is identified as Herbert Alfred Sutcliffe Jr. with a Maryland Class C Drivers License, OLN: [REDACTED], with a D.O.B. of [REDACTED]. Mr. Sutcliffe Jr. will be referred to as the Operator of Vehicle #3 throughout this report. He was operating a 2014 Mazda CX5, Maryland registration [REDACTED]. This vehicle will be referred to as Vehicle #3 throughout this report. Mr. Sutcliffe Jr. was travelling eastbound on US Route 50 with a right front passenger, Lisa Sutcliffe (D.O.B. of [REDACTED]).

Operator #3 began his day at about 5:00 am. There was nothing unique that occurred during the course of his day. At about 7:30 pm, Operator #3 and his passenger left their residence in Olney, Maryland. They were headed to his beach condo in Lewes, Delaware via 50/301 towards the Bay Bridge.



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PRE-CRASH

Vehicles #1, #2, and #3 departed the Bay Bridge Toll Plaza and headed east bound on US Route 50/301 to cross the Bay Bridge.

Vehicle #2 and Vehicle #3 entered the right lane and proceeded onto the bridge. For unknown reasons, traffic in front of these two vehicles slowed at about mile marker 32.6 or before. This slowing in traffic caused these vehicles to slow their speeds below the posted speed limit.

Vehicle #2 was in the right lane with the brake applied and nearly stopped. Vehicle #3 was in front of Vehicle #2 traveling at about the same speed and method as Vehicle #2 at mile marker 32.5.

Traffic ahead of these vehicles was traveling at an extremely low speed.

Vehicle #1 was traveling in the right lane. Vehicle #1 was accelerating or moving at a constant speed as opposed to other vehicles, which were slowing down, as it entered onto the bridge and while it was traveling on the bridge. When Vehicle #1 reached approximately mile marker 32.5, the operator's attention was not directed at what was in front of him in lane #2, the right lane. (Corroborated by the operator's statement)

Vehicle #1 approached Vehicle #2 at a constant speed while Vehicle #2 was nearly stopped with the operator's foot on the brake. (Corroborated by the evidence)



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CRASH

Vehicle #1's front right bumper and fender engaged the rear of Vehicle #2 just left of center in the area of the bumper and trunk.

Vehicle #1's right portion of the front bumper was knocked off during the collision. As Vehicle #1 preceded forward, the front right tire of Vehicle #1 engaged and intruded into the left rear of Vehicle #2. As it entered into the vehicle, it continued to intrude into the driver's side up to the C-pillar while crushing the left rear side of the vehicle and forcing it downwards into the road surface. As the crushing of Vehicle #2 was happening, the rear window of the vehicle exploded outwards. The catalytic converter of Vehicle #2 dug into the roadway at this point leaving gouge marks indicating the first area of impact. The left rear fender of Vehicle 2 crushed into the left rear tire, deflating it.

Vehicle #1's tire was forced backwards into the right side saddle fuel tank, the front right steering components were bent and/or broken, and the air line for the brake canister was knocked off. Vehicle #1 started to travel into the left lane.

As this occurred, Vehicle #2 traveled forward into the right parapet wall. As Vehicle #2 struck the right parapet wall with the front right fender, the right tire began to ascend the parapet wall.

Vehicle #1 disengaged Vehicle #2 and entered into lane #1.

As Vehicle #2 climbed the parapet wall, it then began to engage Vehicle #3. Vehicle #2's driver's door contacted the right rear corner of Vehicle #3. As Vehicle #2 engaged Vehicle #3, Vehicle #3's right rear corner crushed inward and in a lateral movement. As this contact was occurring, Vehicle #2's driver's and rear driver's side passenger windows exploded. The driver's door of Vehicle #2 intruded into the passenger compartment of Vehicle #3 as it crushed inward.



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CRASH (CONTINUED)

As Vehicle #2 engaged Vehicle #3, Vehicle #2 continued to climb the parapet wall and began to slide on top of the parapet wall on the undercarriage of the vehicle. This was taking place with the front right wheel over the wall (water side) and the remaining three wheels on the roadside of the wall.

Vehicle #3 separated from Vehicle #2 and began to rotate in a counter-clockwise movement. As the rotation took place, Vehicle #3 entered into lane #1.

Vehicle #1's truck tractor entered into lane #1 and veered back into lane #2. The trailer was tracking, mostly straddling the 2 lanes. (Tracking is the act of the trailer following behind the truck tractor)

Vehicle #1's rear tandem wheels on axles 4 and 5 were locked and sliding due to operator input.

Vehicle #1's front right fender struck the left rear quarter panel of Vehicle #3, in the area of the gas tank fill and over the left rear wheel. As this contact took place, the force assisted in pushing Vehicle #3 counter-clockwise and into lane #1 to its final rest. As Vehicle #3 rotated and came to its final uncontrolled rest, the vehicle moved eastbound on the bridge and away from Vehicle #1.

As Vehicle #1 pushed past Vehicle #3, it was moving to the right, into lane #2 and towards the right parapet wall. At this point, Vehicle #2 was travelling eastbound on the parapet wall. Vehicle #1 re-engaged Vehicle #2 with the right portion of the sleeper-berth contacting Vehicle #2 in the left rear portion of the car. As Vehicle #1 re-engaged Vehicle #2 it caused Vehicle #2 to begin to rotate. The trailer of Vehicle #1 contacted the right rear corner of Vehicle #2 with the front right corner of the box-trailer.

When the box-trailer made its final contact with Vehicle #2, there was sufficient momentum and force, combined with the placement of Vehicle #2 on the parapet wall, that this final contact pushed the car over the parapet wall and off of the bridge.



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CRASH (CONTINUED)

Vehicle #1 came to a final controlled rest with the truck-tractor in lane #2, the trailer straddling both lanes, and the rear tandem wheels locked.

As Vehicle #2 approached the water the front end first hit the water. Vehicle #2 fell approximately 27 feet into the waters of the Chesapeake Bay. The vehicle struck and entered into the water. Once it entered into the water, it resurfaced due to the vehicle's temporary buoyancy. The water from the Bay then rushed through the driver's side front and rear windows and the rear window of the vehicle.

As the vehicle was filling with water, the driver's side of the vehicle began to lean into the Bay. The operator managed to remove her seatbelt and swim through the open window of the driver's side of the vehicle. The water continued to fill the vehicle and the vehicle began to sink, driver's side down.

Vehicle #2 came to a final uncontrolled rest in approximately 7 to 9 feet of water in the Chesapeake Bay below the Bay Bridge. The vehicle came to rest with the driver's side down onto the soil bed of the bay completely submerged.

Vehicle #3 came to a final uncontrolled rest in lane #1 facing against traffic, westbound.



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CRASH (CONTINUED)



Vehicle #2

Vehicle #1

The above photograph is a recreation of the initial impact between Vehicle #1 and Vehicle #2.



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CRASH (CONTINUED)

The photograph below depicts the first impact from Vehicle #1 into the rear of Vehicle #2.



Vehicle #1

Vehicle #2

Black transfer marks from Vehicle #1's
tire to the rear of Vehicle #2



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CRASH (CONTINUED)

The photograph below indicates where Vehicle #2 made contact with parapet wall.



Vehicle #2's impact with the
parapet wall

The damage present here on the parapet
wall is from a previous crash



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CRASH (CONTINUED)

The photograph below indicates where Vehicle #2 made contact with the parapet wall.



This shows Vehicle #1's
initial impact with the
right side parapet wall.



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CRASH (CONTINUED)

The photograph below indicates where Vehicle #2's driver's side front door made contact with the rear of Vehicle #3.





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CRASH (CONTINUED)

The photograph below indicates where Vehicle #1's passenger side sleeper berth struck Vehicle #2 in the left rear while Vehicle #2 was on the parapet wall.



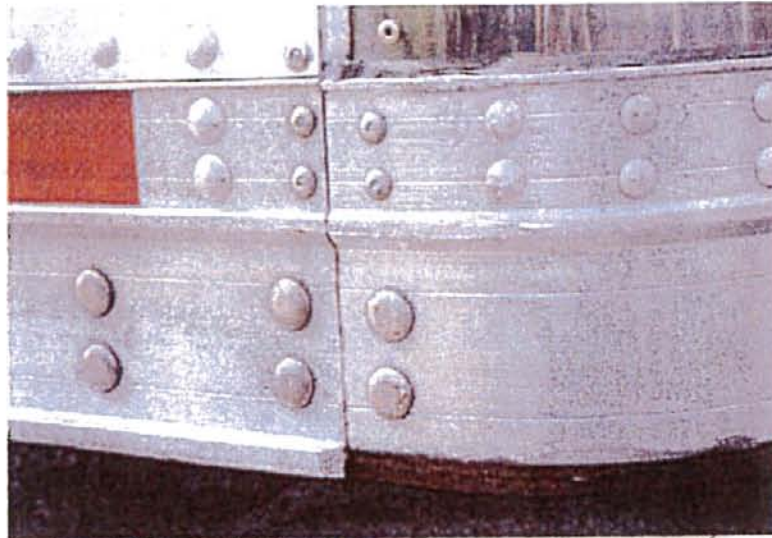


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CRASH (CONTINUED)



The above photograph shows the last impact between Vehicle #1's trailer and Vehicle #2. Vehicle #1's trailer struck the rear of Vehicle #2 at an undetermined location. (The location was undetermined due to the extensive damage done to the rear of Vehicle #2)



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CRASH (CONTINUED)

Final Rest of Vehicle #1 and Vehicle #3



Vehicle #1's Final Rest

Vehicle #3 Final Rest

The above photograph is facing westbound toward the final rest of Vehicle #1 and Vehicle #3.



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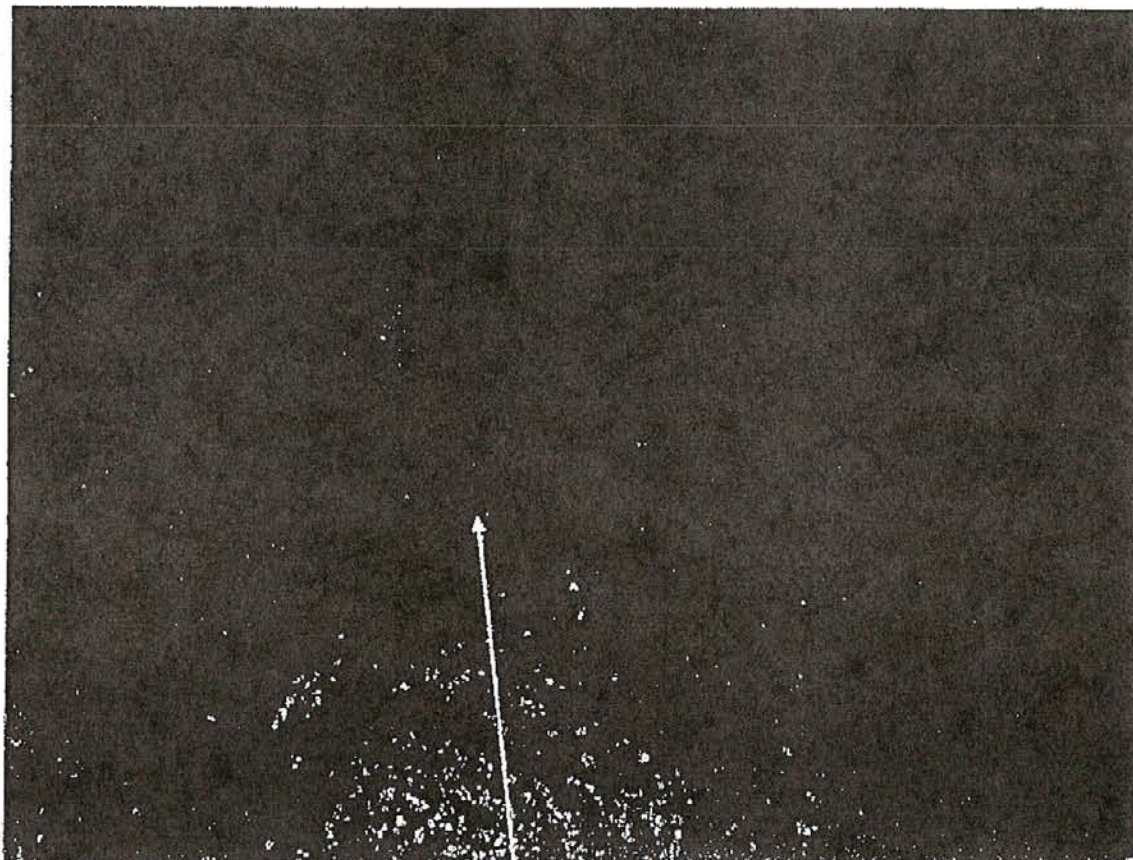
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CRASH (CONTINUED)

Final Rest of Vehicle #2



This shows Vehicle #2
approximately 7 feet under
water. This is with the
driver's side down.



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POST CRASH

As the driver of Vehicle #2 exited the water, she swam to the riprap (these are the rocks that surround the piers that support the bridge). She was later rescued from the rocks by a boat operator. She was transferred to a Medivac that transported her to Shock Trauma for medical evaluation and treatment.

At approximately 2031 hours, police units on the scene requested the MDTA Police Collision Reconstruction Unit (CRU). The Collision Reconstruction Unit arrived at the crash site at about 2152 hours.

The scene was marked with paint, measured by tape measure, and mapped for evidence by Corporal Leroy Kellam Jr, Senior Officer Franklin Staigerwald and Senior Officer Christopher Wilson.

The scene was photographed by Sergeant Brian Lawrence.

Vehicle #1 was given a preliminary inspection by Cpl. Kellam and Senior Officer Wilson, each of whom is certified as a North American Standard (NAS) inspector. Vehicle #1 was then towed by Auto Barn Towing at the request of North County Recovery, the contract tow company for the facility where the collision occurred. Vehicle #1 was towed off of the bridge east bound. The tow truck and Vehicle #1 turned around, crossed the east bound bridge section traveling west bound into the Lane Bridge Detachment Police station lot, for a NAS Level I Post crash inspection. (NOTE: The keys for Vehicle #1 were not removed from the ignition until it reached the Lane Bridge Detachment. The total distance for this trip was about 10 miles.) (See attachment #18)

Vehicle #3 was visually inspected by Cpl. Kellam Jr. to note damage and the general overall integrity of the vehicle. Vehicle #3 was then driven from the scene and off the bridge by Corporal Kellam Jr. to the Lane Bridge Detachment Police station lot.

At 2201 hours, MDTA Marine Unit #3 (Sergeant Christopher Lamb and Officer Christopher Mangrum) responded to the area where Vehicle #2 came to rest in the Chesapeake Bay. Officers on Marine Unit #3 monitored the vehicle overnight until personnel were relieved by Marine Unit #1.



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POST CRASH (CONTINUED)

Senior Officer Staigerwald departed the bridge and responded to Shock Trauma for a condition check of the operator of Vehicle #2. He obtained a hand written statement from the operator and conducted a recorded audio interview at that time.

Corporal Keith Autry responded to the Lane Bridge police station and obtained written statements from the operators of Vehicles #1 and #3, and then from the passenger of Vehicle #3 and conducted recorded audio interviews with all parties.

July 20, 2013

At approximately 0100 hours, Corporal Kellam Jr. and I performed the post crash NAS Level I inspection of Vehicle #1 at the police station lot. There were no pre-crash equipment violations on the truck or trailer noted at that time.

Vehicle #1 and Vehicle #3 were impounded. Vehicle #1 was towed by Auto Barn Towing and Vehicle #3 was towed by North County Recovery. Both vehicles were towed to North County Recovery's lot located in Odenton, Maryland.

At approximately 0630 hours, Cpl. Kellam Jr. and I responded to North County Recovery's tow yard for additional daylight photographs of Vehicle #1 and Vehicle #3.

At approximately 0930 hours, Cpl. Kellam Jr. responded to the Bay Bridge Administration Building for a meeting with Authority Administrators, Public Information Officer, maintenance supervisors, engineering personnel, and Smith Shipyard supervisors in reference to the removal of Vehicle #2 from the Bay.

Cpl. Kellam Jr. and I travelled to the location of Vehicle #2 via Marine 3. Once at the scene, we photographed the bridge and the area where Vehicle #2 came to rest.



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POST CRASH (CONTINUED)

Cpl. Kellam Jr. and I then spoke to a diver from Smith Shipyard in reference to the damage to Vehicle #2. Attempts were made to drag the vehicle further away from the bridge to deeper water to facilitate its removal. This was halted due to the roof of Vehicle #2 digging into the soil bed. Smith Shipyard's barge was then moved into position and the vehicle was extracted from the water and placed on the barge. The extraction of Vehicle #2 from the Bay was photographed and the vehicle was photographed on the barge before leaving the scene. Marine 1 escorted the barge back to Smith Shipyard in Curtis Bay, Maryland. Once at the shipyard, the vehicle was removed from the barge and placed on land. The removal of the vehicle from the barge to land was also photographed. The vehicle was turned over to North County Recovery to be impounded.



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FOLLOW-UP

July 22, 2013

Cpl. Kellam Jr. and I returned to the crash scene for daylight photographs of the scene. The scene was electronically mapped using Total Station. (Total Station is an electronic theodolite (transit) integrated with an electronic distance meter (EDM) to read slope distances from the instrument to a particular point. Information from Wikipedia)

Utilizing the LIDAR (Laser Imaging Detection And Ranging) Unit, I measured the distance from the top of the parapet wall to the water surface below where the car entered into the Chesapeake Bay.

(NOTE: At the time of the crash on July 19, 2013, the tide was flowing out, with low tide occurring at 2051 hours. The measurement was taken by me, Senior Officer C. Wilson, a certified LIDAR Operator, at about 1030 hours on July 22, 2013. High tide was at 0553 hours and low tide was at 1230 hours. There is approximately a 1.5 foot variance between high and low tides.) (See attachment #23)

Cpl. Kellam Jr. and I returned to North County Recovery's tow yard for additional photographs of all three (3) vehicles and accident re-creation. The vehicles were placed into position to determine first impact and probable impact areas in order to establish the sequence of events during the crash.

The Airbag Control Module (ACM) for Vehicle #2 was removed from the vehicle by Senior Officer C. Wilson. The ACM was then placed in a bag of rice to help remove any moisture.



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FOLLOW-UP (CONTINUED)

July 23, 2013

Senior Officer Ernest Fischer and I interviewed the operator of Vehicle #2, Morgan Lake, at her residence.

Mr. Dave Plant, Mechanical Engineer, a recognized expert who has previously been utilized by the MDTA Police, was contacted to perform a download of the control modules of Vehicle #1's engine and transmission. (See attachment #17)

July 24, 2013

Cpl. Kellam Jr. and I interviewed two witnesses to the collision, Ashley Woods and Anthony Labbate Jr., at the Francis Scott Key Bridge Police Detachment conference room.

WTOP, a DC news station, posted a cellular phone video recording of the operator of vehicle #2 swimming to the riprap. A copy of the video was obtained and contact made with Gene Swanzey, the person who took the video shown by WTOP in order to determine how much of the crash he observed. Gene Swanzey sent an email providing a first hand eyewitness account of the event. (See attachment # 10)

July 26, 2013

I received maintenance records from Cummins in Dedham, Massachusetts via fax from Mr. Mike Schut of Bulk Carriers. The maintenance records were for repairs that were made to Vehicle #1 and invoiced on July 19, 2013. (See attachment # 16)

Cpl. Kellam Jr. and I met with Jennifer Morrison and Kenneth Bragg from the National Traffic Safety Board (NTSB) at North County Recovery tow yard in Odenton, Maryland. NTSB personnel performed their own brake inspection of Vehicle #1 with the assistance of Auto Barn Towing.



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FOLLOW-UP (CONTINUED)

July 30, 2013

Vehicle #2's ACM was removed from the bag of rice and data was downloaded successfully by Cpl. Kellam Jr., a certified Crash Data Retrieval (CDR) Tool user. (See attachment #8) (NOTE: It must be noted that the operator of Vehicle #2 had stated in interviews that she had been stopped for approximately 25 seconds prior to impact. She stated that the vehicle was still in drive and she had her foot on the brake pedal. The evidence does not support this statement.)

Vehicle #2's data from the ACM (Airbag Control Module) was downloaded and the following event data was obtained for the vehicle during the analysis:

1. The download data showed that the operator, Ms. Lake, was seat belted.
2. The operator had her foot off the accelerator for at least 5 seconds prior to deployment command. (Deployment command is when the air bag control module (ACM) sends the signal to the air bags to deploy.)
3. Approximately 5 seconds prior to deployment command, the vehicle was traveling at approximately 15 miles per hour and steadily slowed to approximately 4 miles per hour at about 2.5 seconds prior to deployment command.
4. At about 2.5 seconds prior to the deployment command, the vehicle maintained a constant speed of about 4 miles per hour.
5. Ms. Lake's foot was on the brake pedal 5 seconds prior to deployment command; however, she is not fully applying the brakes to cause a complete cessation of movement by the vehicle.
6. She removed her foot from the brake for approximately one half a second at about one second prior to impact. She then reapplied the brake one half of a second prior to impact. (See attachment #8)



MARYLAND TRANSPORTATION AUTHORITY POLICE DEPARTMENT
COLLISION RECONSTRUCTION UNIT



Case # 13L007396

FOLLOW-UP (CONTINUED)

August 2, 2013

Senior Officer C. Wilson conducted a recorded phone interview with an independent witness, William Smith.

August 15, 2013

Senior Officer C. Wilson received an email copy of the report from Mr. Dave Plant related to the analysis of the data download from Vehicle #1. (See attachment #18)

Maryland State Police (MSP) Automotive Safety Enforcement Division (ASED) forwarded, via email, Post Crash Reports for Vehicles #2 and #3 shows that the vehicles had no mechanical defects present at the time of the inspection. (See attachment #14)

Senior Officer C. Wilson contacted Anne Arundel County Assistant State's Attorney Bill Roessler in reference to the collision investigation. The events surrounding the collision were discussed and appropriate traffic charges were determined.



MARYLAND TRANSPORTATION AUTHORITY POLICE DEPARTMENT
COLLISION RECONSTRUCTION UNIT



Case # 13L007396

CONCLUSION

On July 19th, 2013 at approximately 2024 hours, the vehicles described above were involved in a three (3) vehicle collision on US Route 50 eastbound on the William Preston Lane Jr. Memorial Bridge (Chesapeake Bay Bridge). The collision resulted in Vehicle #2 riding up and over the parapet wall and falling approximately 27 feet into the Chesapeake Bay.

The area of the collision was straight with a grade. The roadway was free from debris. The traffic conditions were moderate in the location of the crash, however; in front of the crash there was a slowing of traffic.

It is the professional opinion of this Collision Reconstructionist, Senior Officer Christopher Wilson that the operator of Vehicle #1, was solely at fault for the collision.

Mr. Lovasz, the operator of Vehicle #1, was traveling on the Chesapeake Bay Bridge in the right lane. He was accelerating his vehicle up the grade of the bridge. This is corroborated by:

1. The video of his vehicle moments before the crash since it was seen "pulling away" from the vehicle behind him in the left lane.
2. The witness following behind him in the left lane.
3. The download analysis that Mr. Plant provided and his explanation that the speed was accelerating and there was throttle input until impact.
(See attachment #29)

Mr. Lovasz expressed in his statement that his attention was directed to his driver's side mirror and when he looked ahead of him again he noticed the vehicle in front of him appear to be stopped. He then attempted to change lanes from the right lane to the left lane (this was indicated by physical evidence and witness statements). Vehicle #1 had left approximately 27 feet of skid marks from the rear 4th and 5th axle tandem tires post impact. The skids are insufficient to determine a speed prior to or after impact. The skids did not start until approximately 40-45 feet after the initial area of impact with Vehicle #2. (See attachment #10 & #11)



MARYLAND TRANSPORTATION AUTHORITY POLICE DEPARTMENT
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Case # 13L007396

CONCLUSION (CONTINUED)

The witnesses (Mr. Anthony Labbate Jr. and Ms. Ashley Woods) that were directly behind Vehicle #1 stated that Vehicle #1 had no brake lights on until after contact with Vehicle #2. This is corroborated by the lack of evidence prior to impact and the 27 feet of skid marks from the rear 4th and 5th axle tandem tires post impact to final rest. (See attachment #10 & #11)

Due to the operator of Vehicle #1's input to make an evasive maneuver from Lane #1 to Lane #2, weight transfer marks from the left side drive tires were imprinted onto the road surface in Lane #1. This evidence is noted in the diagram.

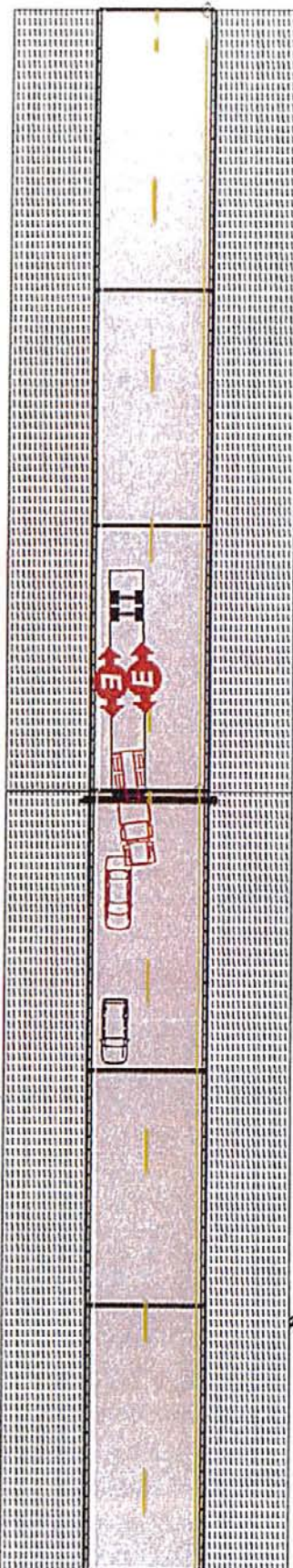
It is the professional opinion of this Collision Reconstructionist, Senior Officer Christopher Wilson that Ms. Lake the operator of Vehicle #2 had no fault and did not contribute to the collision. It is the further opinion that the operator of Vehicle #3, Mr. Sutcliffe had no fault and did not contribute to the collision.

It is the professional opinion of this Collision Reconstructionist, Senior Officer Christopher Wilson that the operator of Vehicle #1, Mr. Gabor Lovasz, should be charged with the following traffic charges:

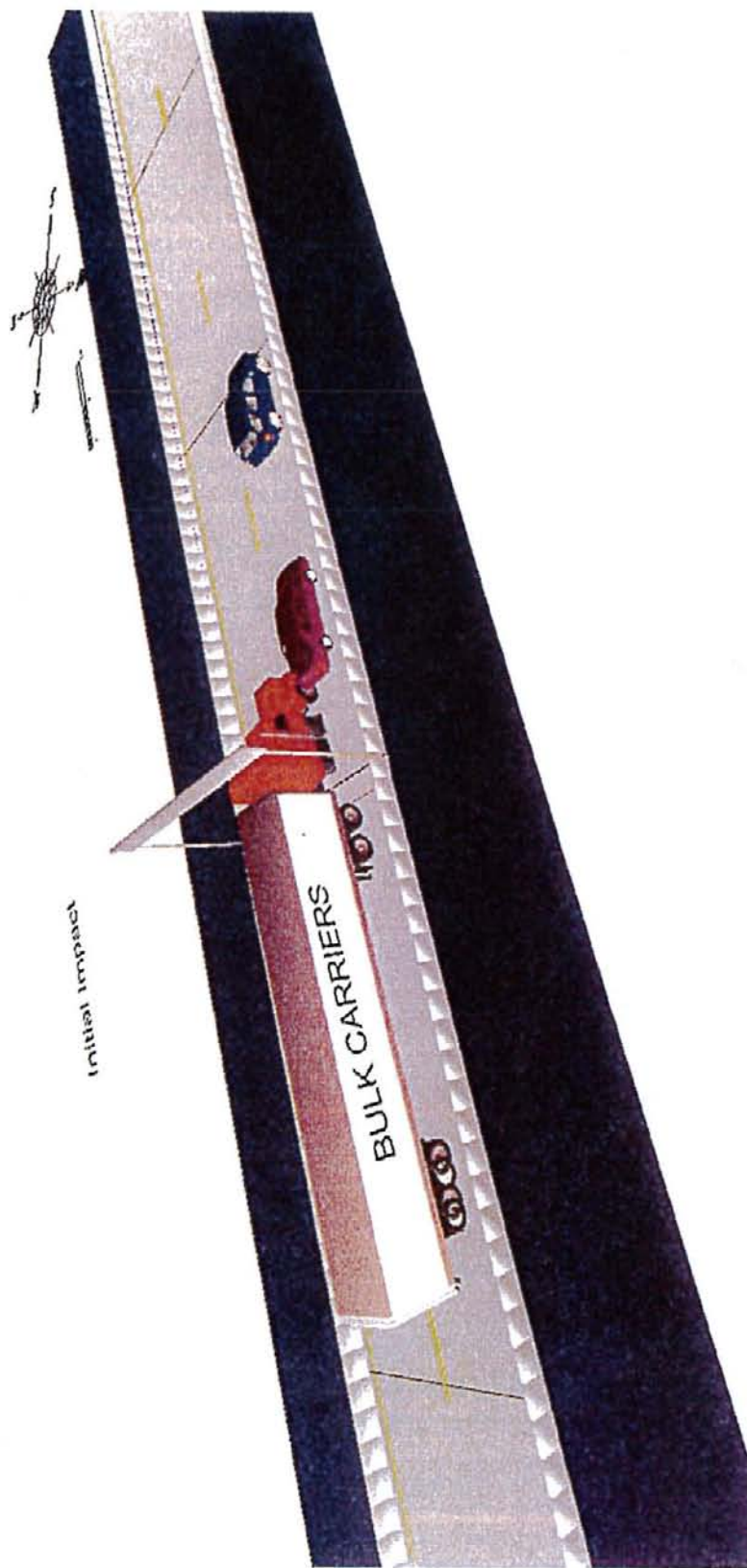
1. TA 21-901.1b Negligent driving vehicle in careless and imprudent manner endangering property, life, and person.
2. TA 21-801a Speed greater than reasonable and prudent on highway.
3. TA 21-801b Failure to control vehicle speed on highway to avoid collision.
4. TA 21-309b Driver changing lanes when unsafe.

Initial Impact

CC# 13L007396
07/19/2013 @ 2024 hours
Route 50 @ MM 32.5 E
On Eastbound Bridge

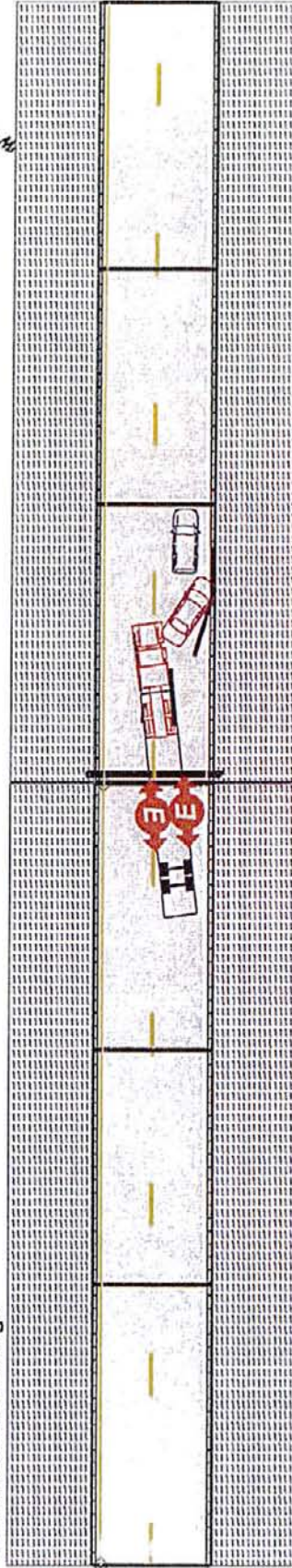
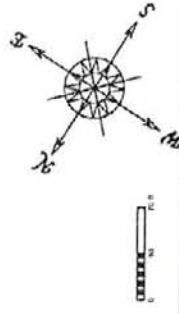


Investigating Officer:
Senior Officer Christopher Wilson #0751
Diagram by:
Corporal Leroy Kellam Jr. #0463

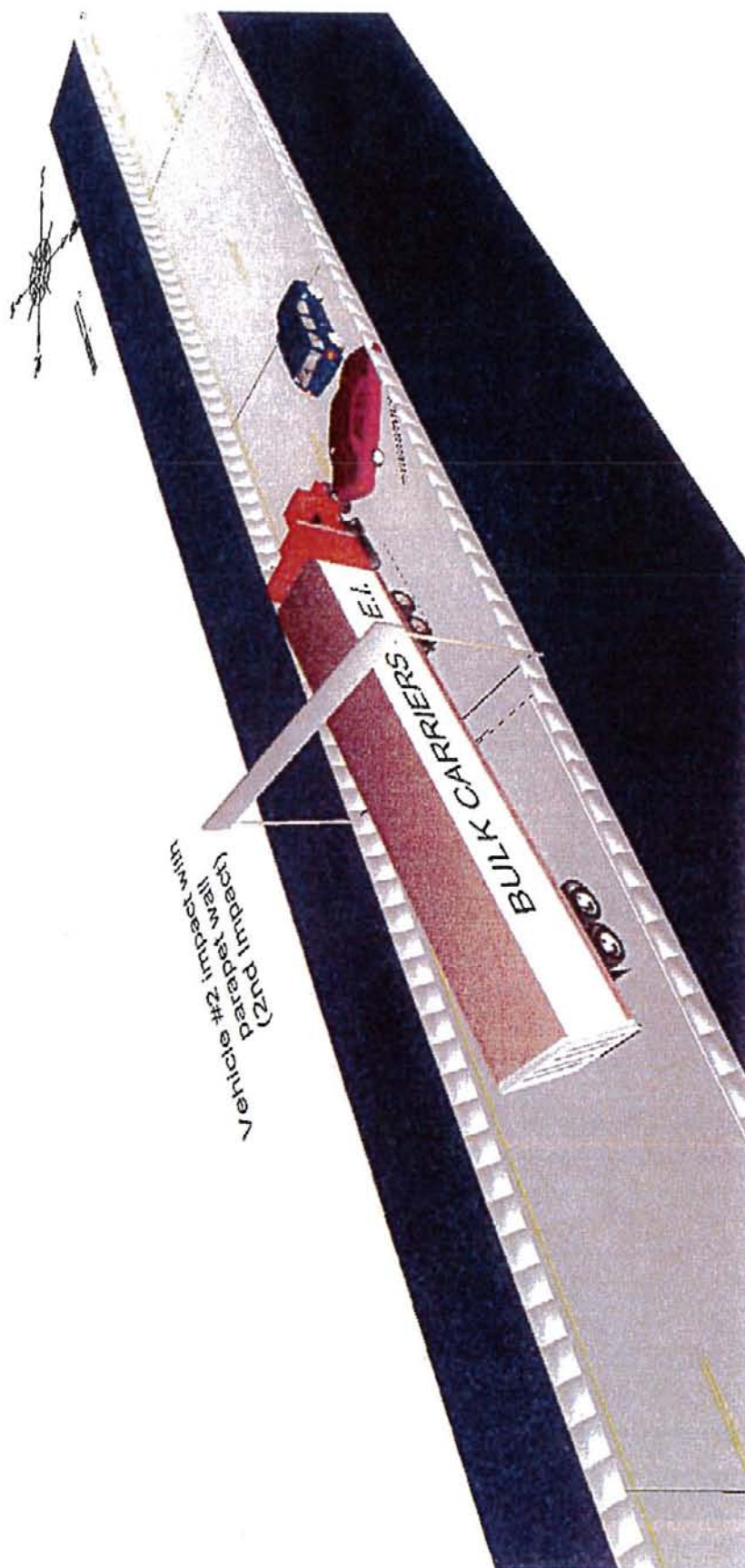


CC# 13L007396
07/19/2013 @ 2024 Hours
Route 50 @ MM 32.5 E
On Eastbound Bridge

Vehicle #2 impact with
parapet wall
(2nd Impact)

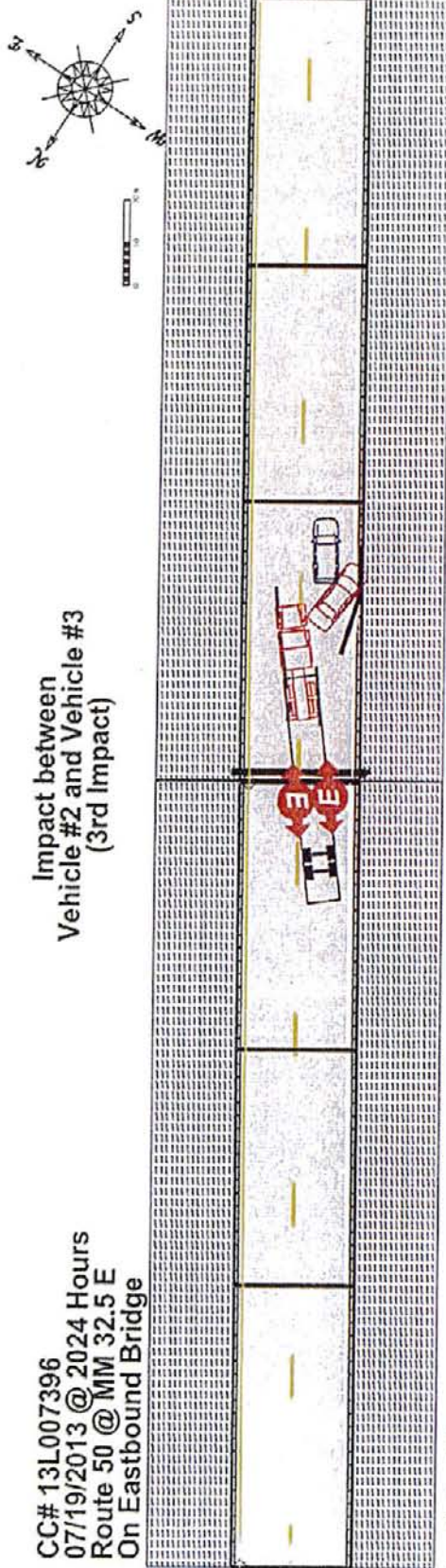


Investigating Officer:
Senior Officer Christopher Wilson #0751
Diagram by:
Corporal Leroy Kellam Jr. #0463

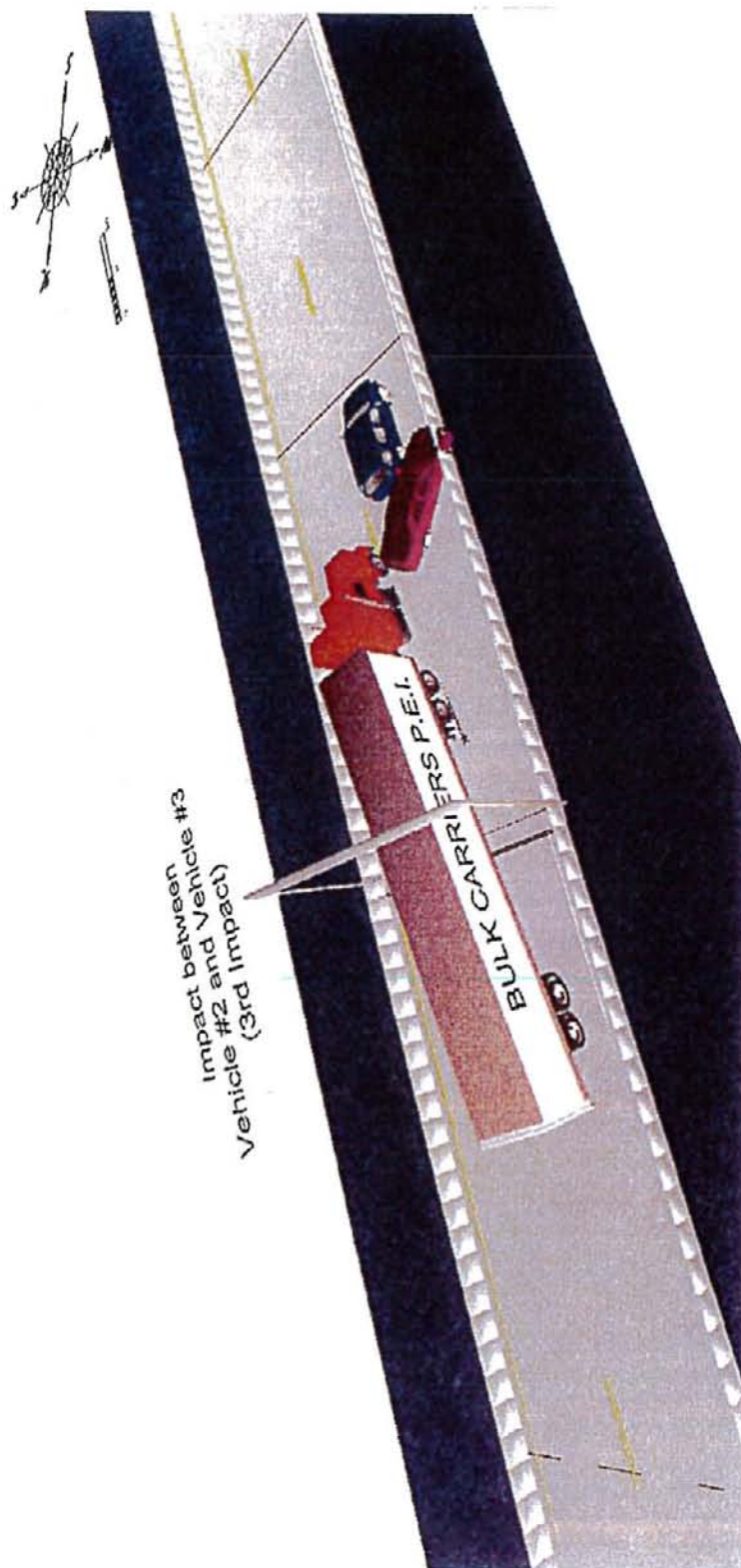


CC# 13L007396
07/19/2013 @ 2024 Hours
Route 50 @ MM 32.5 E
On Eastbound Bridge

Impact between
Vehicle #2 and Vehicle #3
(3rd Impact)

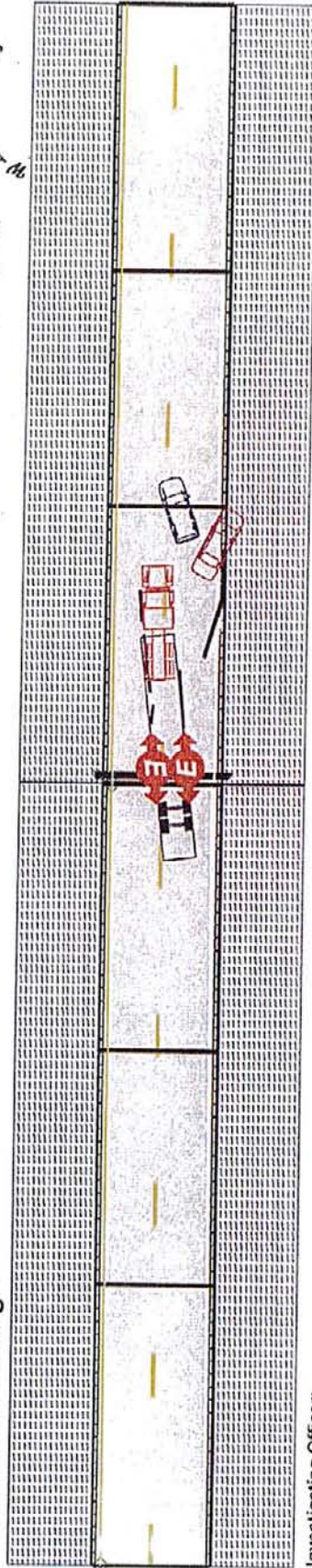
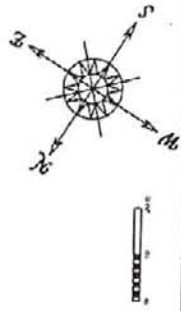


Investigating Officer:
Senior Officer Christopher Wilson #0751
Diagram by:
Corporal Leroy Kellam Jr. #0463

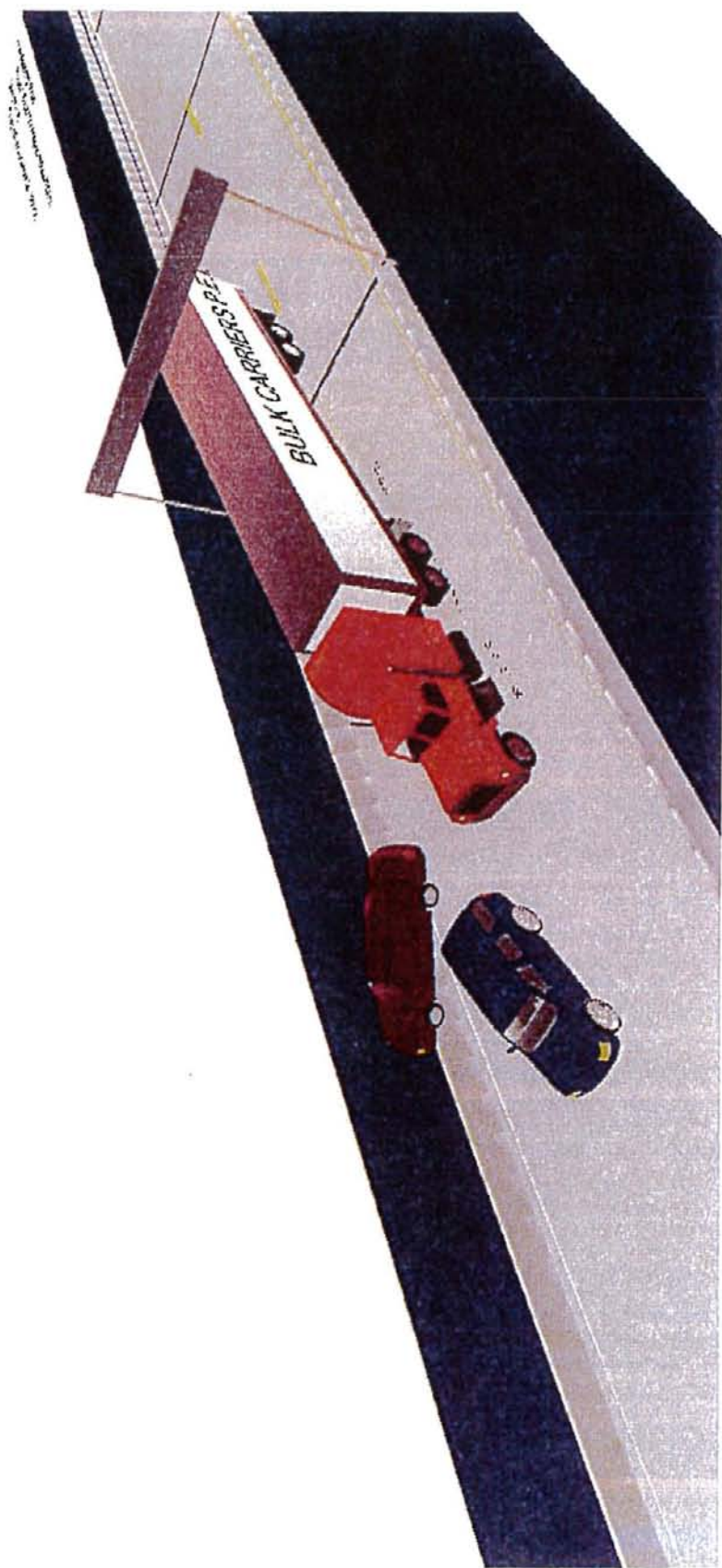


Seperation of Units

CC# 13L007396
07/19/2013 @ 2024 Hours
Route 50 @ MM 32.5 E
On Eastbound Bridge

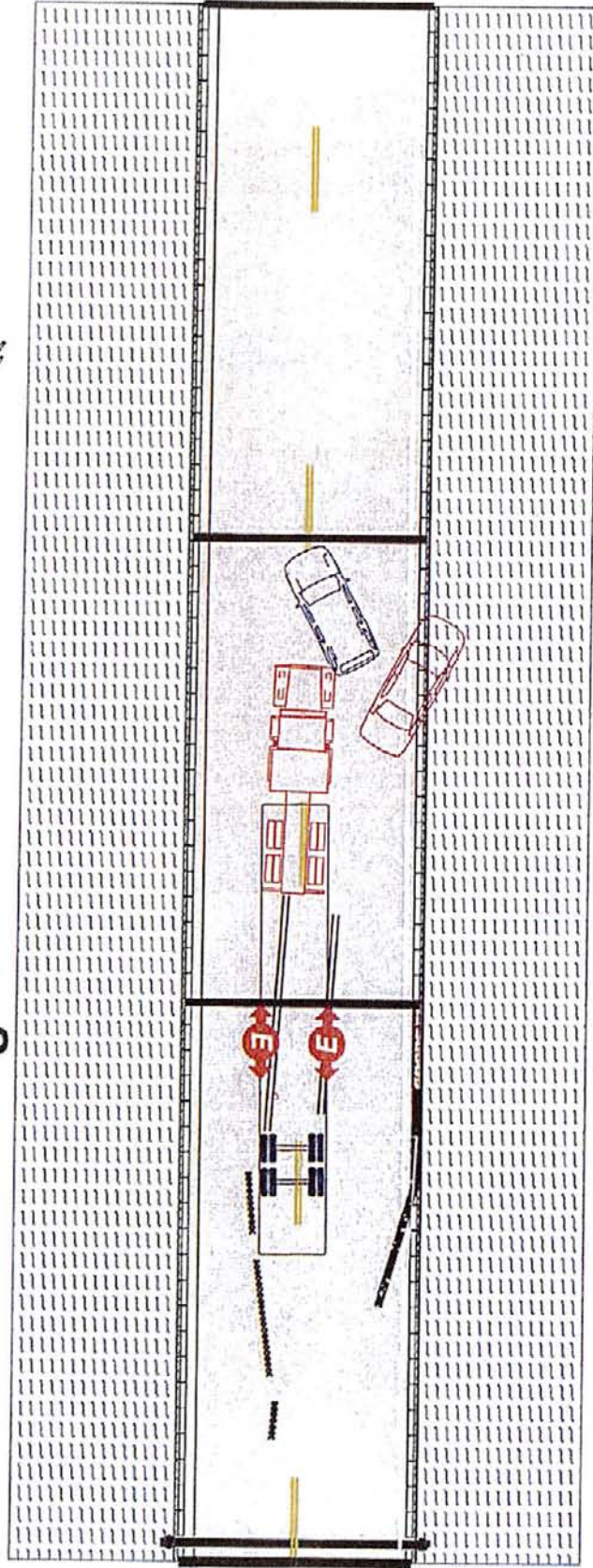
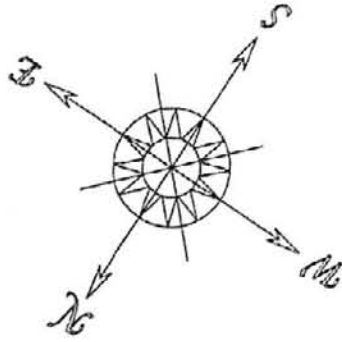


Investigating Officer:
Senior Officer Christopher Wilson #0751
Diagram by:
Corporal Leroy Kellam Jr. #0463



**Impact between
Vehicle #1 and Vehicle #3
(4th Impact)**

**CC# 13L007396
07/19/2013 @ 2024 Hours
Route 50 @ MM 32.5 E
On Eastbound Bridge**



**Investigating Officer:
Senior Officer Christopher Wilson #0751
Diagram by:
Corporal Leroy Kellam Jr. #0463**

at Wilson #0751

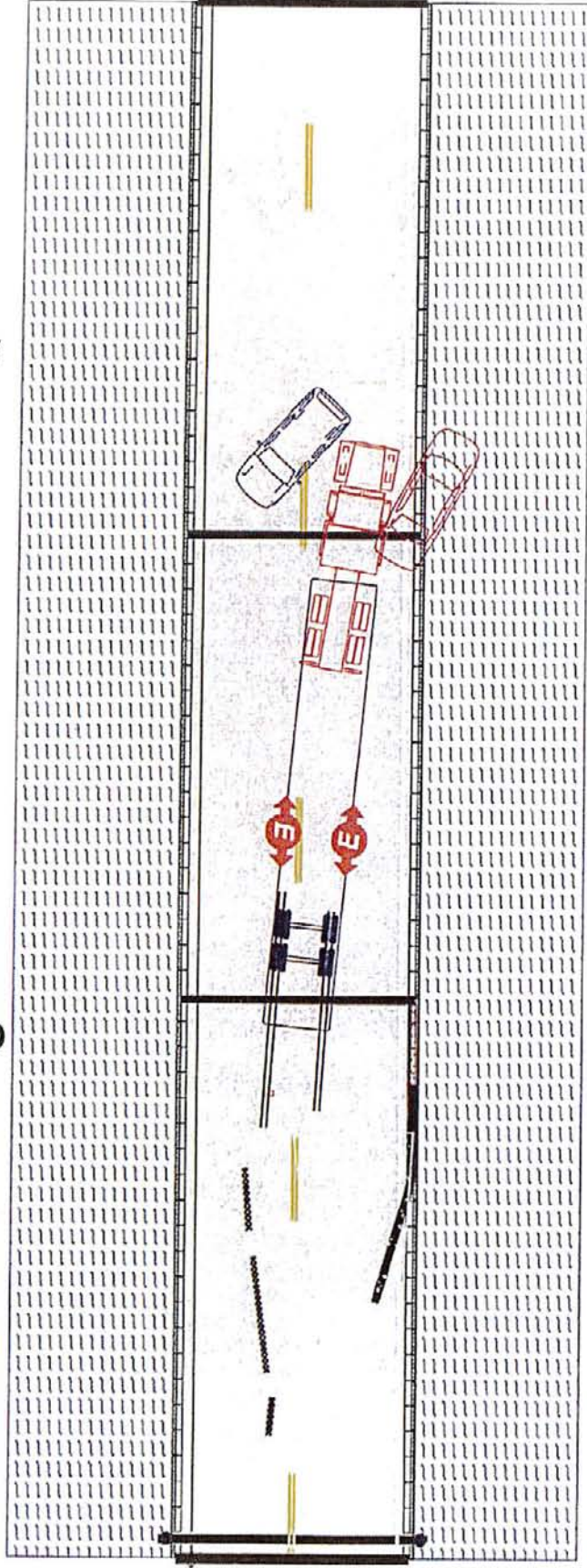
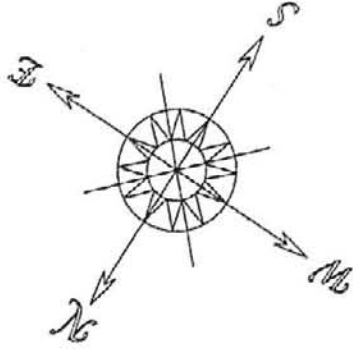
5

Vehicle #1 and Vehicle #3
(4th Impact)

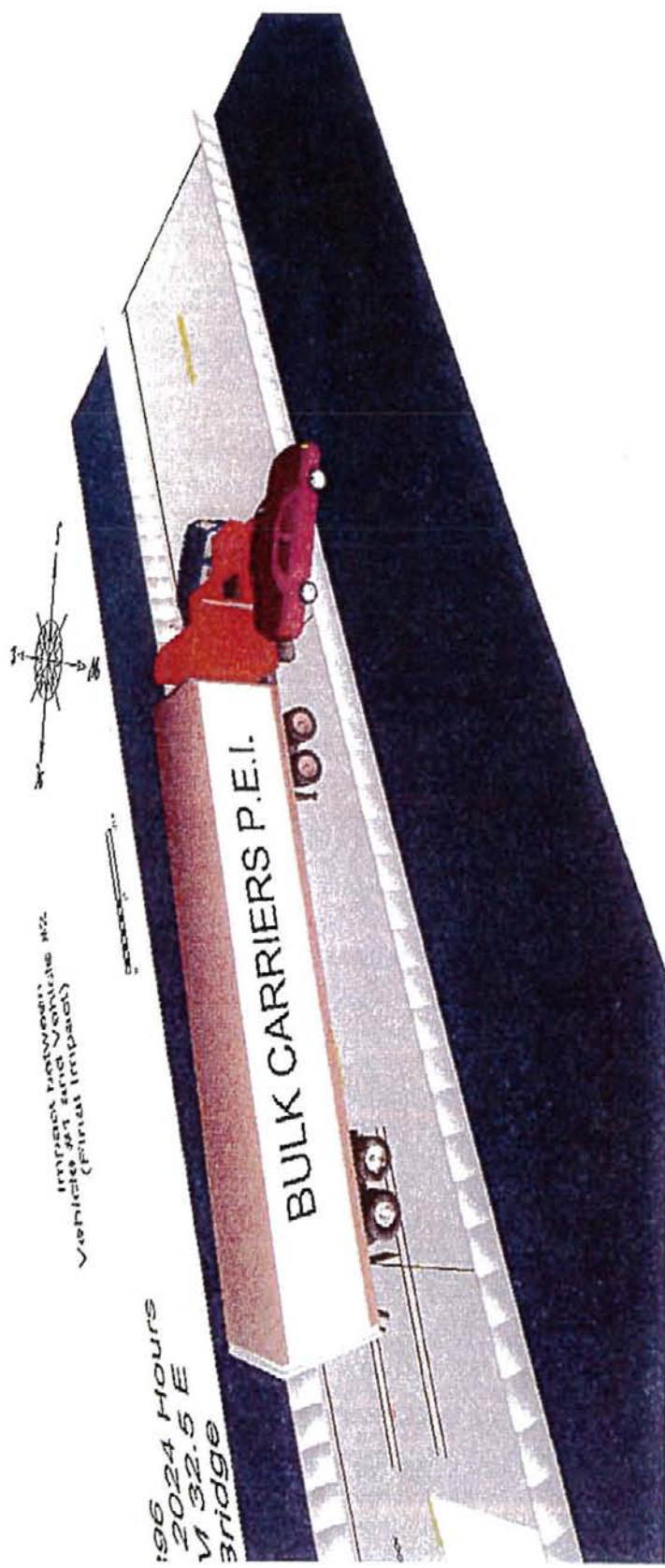
cut# 50 @ 11/19/2013 @ MM 3:24 Hours
1310073766 @ 2024 Hours
Eastbound Bridge

**Impact between
Vehicle #1 and Vehicle #2
(Final Impact)**

**CC# 13L007396
07/19/2013 @ 2024 Hours
Route 50 @ MM 32.5 E
On Eastbound Bridge**



**Investigating Officer:
Senior Officer Christopher Wilson #0751
Diagram by:
Corporal Leroy Kellam Jr. #0463**

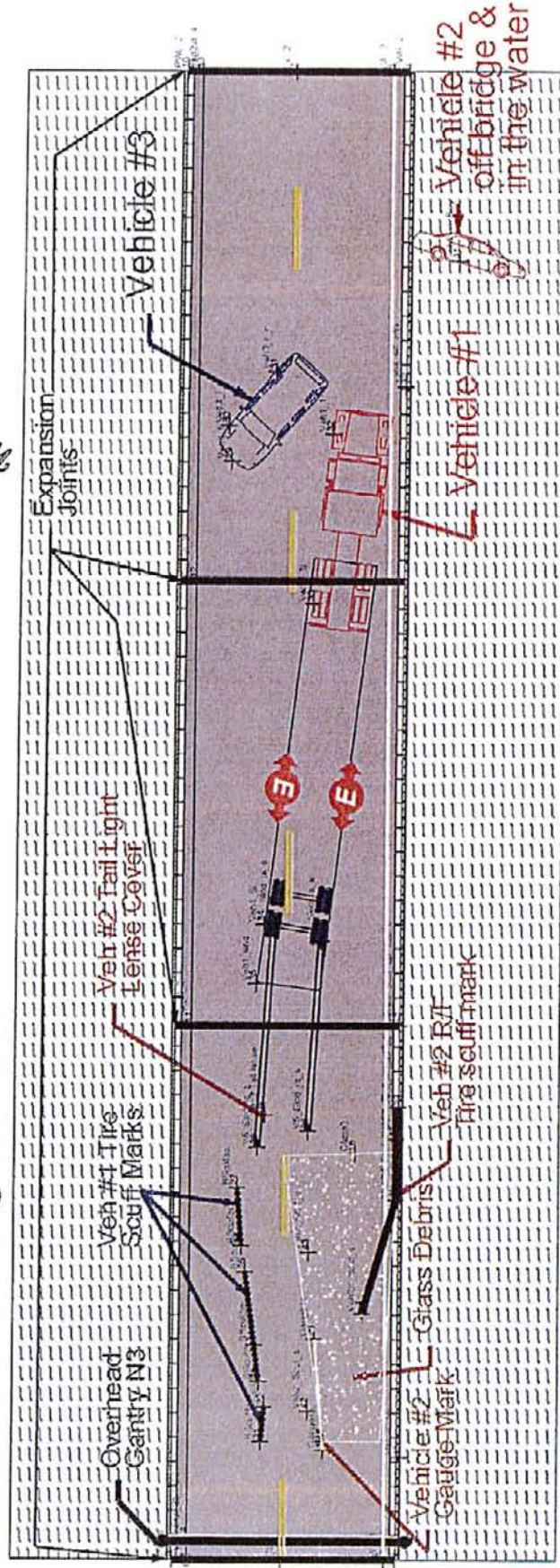
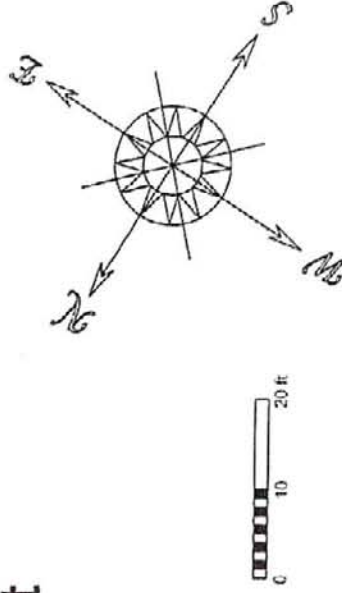


IMPACT POINTS
VIOLATED AREA (CRITICAL IMPACT)

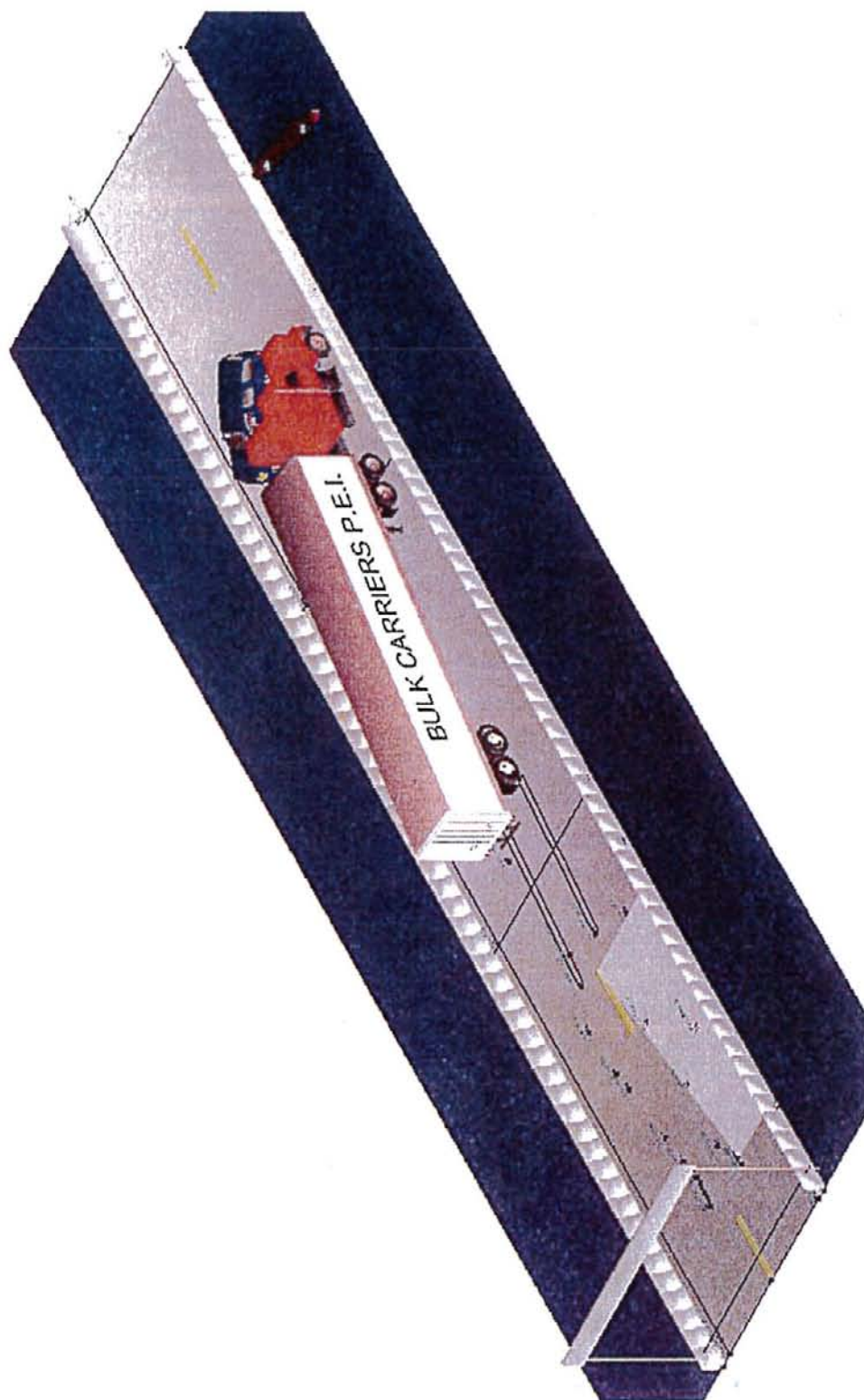
196
2024 HOURS
VI 32.5 E
Bridge

Final Rest

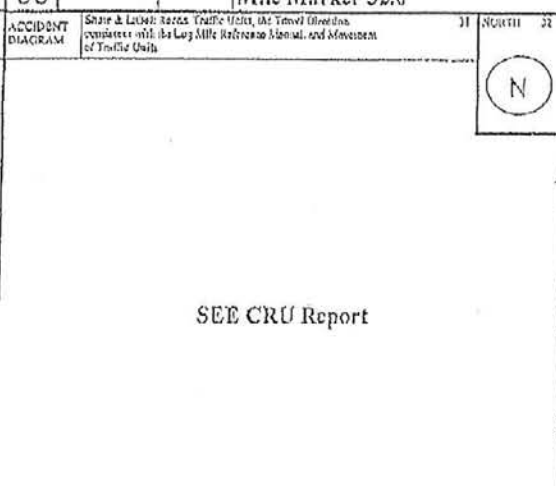
CC# 13L007396
07/19/2013 @ 2024 Hours
Route 50 @ MM 32.5 E
On Eastbound Bridge



Investigating Officer:
Senior Officer Christopher Wilson #0751
Diagram by:
Corporal Leroy Kellam Jr. #0463



State of Maryland Motor Vehicle Accident Report

REPORT NO 12021230	PAGE OF 1 of 2	ACCIDENT DATE 07 19 13	ACCIDENT TIME 2024	REPORT TYPE <input checked="" type="checkbox"/> FATAL <input checked="" type="checkbox"/> INJURY <input type="checkbox"/> PEO <input type="checkbox"/> HIT&RUN <input type="checkbox"/> NON-TRAFFIC	SEARCHED CVA	LOCAL CASE NO 13L007396	LOCAL NO.	PHOTOGRAPH <input type="checkbox"/> NO <input checked="" type="checkbox"/> YES
INVESTIGATING OFFICER/ID Sr. Ofc. Wilson / 0751	AGENCY & AUSA MDTA LMB	SUPERVISING OFFICER/ID Cpl. Kellam Jr. 0463	REVIEWER/ID Cpl. Kellam Jr. 0463	CITY AND NAME OF MUNICIPALITY Anne Arundel	COUNTY 02			
RD CHAR 07	RTS NUM US	ACCIDENT CONTROL 50	ROAD NAME Blue Star Memorial Highway	IN LANE E2	TRAF SGT 0	ON RAMP 0	Ramp Number (Inches) 0	IN INTERSECTION <input type="checkbox"/> NO <input checked="" type="checkbox"/> YES
RD COND 01	INT-RTS UU	INTERSECTING ROAD NAME or Log Mile Reference (Must specify)			Mile Marker 32.0			
RD DIV 02	ACCIDENT DIAGRAM 			DESCRIBE ACCIDENT briefly: Identify with by numbers. Also identify the following: a) the OBJECT DAMAGED & NATURE OF DAMAGE (Property other than vehicle) and b) the NAME AND ADDRESS OF OWNER when applicable.				
SHF COND 02	CIR COND <input type="checkbox"/> NO <input checked="" type="checkbox"/> YES			FUNCTION 01				
EVENT-1 01	EVENT-2 01			EVENT-3 01				
FIN CBI 05	COLL TY 03			LIGHT 01				
WEATHER 01								
UNIT# 01	NAME (Print, Middle, Last) Gabor Lovasz			SEX M	UNIT# 02	NAME (Print, Middle, Last) [REDACTED]		
TYPE OF UNIT <input checked="" type="checkbox"/> DRIVER <input type="checkbox"/> PEO	ADDRESS (No., Street, City, State, Zip) [REDACTED]			TEL. [REDACTED]	ADDRESS (No., Street, City, State, Zip) [REDACTED]			TEL. [REDACTED]
MOVEMENT 01	CONDITION 01	SUBST 01	TEST 00	RESULT 00	FOR 00	ADJ 00	TYPE 00	LOCATN 00
SPEED LIMIT 40	SAFETY 32	EQ PROT 01	EJECT 01	CITATION NUMBER (S) Pending			FAULT 01	SAFETY 40
CONDO 03	DRIVER'S LICENSE NUMBER [REDACTED]			STATE PE	CLASS A	GRIND 03	DRIVER'S LICENSE NUMBER [REDACTED]	
CONTING 03	DATE OF BIRTH [REDACTED]			IRREGULAR CONDITION <input type="checkbox"/> PARKED <input type="checkbox"/> CAUGHT FINE <input type="checkbox"/> HIT & RUN <input type="checkbox"/> DRIVERLESS <input type="checkbox"/> YES	HAZMAT NUMBER [REDACTED]	CONTING 03	DATE OF BIRTH [REDACTED]	
BODY TYT 07	COMMER VEHICLE ONLY 568522			U.S. DOT NUMBER [REDACTED]	ICC NUMBER [REDACTED]	BODY TYT 03	COMMER VEHICLE ONLY [REDACTED]	
ADOST HIL 01	OWNER OR CARRIER NAME (Write "SAME" if Owner) Bulk Carriers PEI			TEL. [REDACTED]	Residence [REDACTED]	ADOST HIL 01	OWNER OR CARRIER NAME (Write "SAME" if Owner) SAME	
CONTING CIRCUM-STANCE 18	OWNER/CARRIER ADDRESS PO BOX 153			CONTING CIRCUM-STANCE SAME		OWNER/CARRIER ADDRESS SAME		
YEAR & MAKE OF VEHICLE 21	YEAR & MAKE OF VEHICLE 10 INTL Prostar			MODEL 03	YEAR & MAKE OF VEHICLE 06	YEAR & MAKE OF VEHICLE 06 Great Dane Box		
EXP YR & REGISTRATION STATE 07	EXP YR & REGISTRATION STATE 14 P3269 PE 02 - 04			AREAS DAMAGED 04 Northbridge	EXP YR & REGISTRATION STATE 15	EXP YR & REGISTRATION STATE 228TF PE 04 - - Northbridge		
VEHICLE TO NUMBER 00	VEHICLE TO NUMBER 2HSCUAPRIAC157047			POLICY NUMBER 2010390	VEHICLE TO NUMBER 00	VEHICLE TO NUMBER 1GRAA06256W701526		
DAMAGED BY 04	VEHICLE REMOVED BY North County Towing			VEHICLE REMOVED TO Their lot	DAMAGED BY 02	VEHICLE REMOVED BY North County Towing		
TRAFFIC UNIT # 03	SEATING POSITION 03			CODE all injuries & conditions PASSENGERS ONLY. Use "N" for vehicle in F&A UNIT and R&A 1 column. WRITE NAME & ADDRESS of Injured Passenger and Witness.	SEX 02	AGE 57	SAFETY EQUIP 32	EQUIP PROT 01
WITNESS - see CRU Report								
UNIT# A	INJURED TAKEN BY MSP Mediavac 6			INJURED TAKEN TO Shock Trauma	INJURED TAKEN BY 2013-0640	INJURED TAKEN TO [REDACTED]		

[illegible]



MARYLAND TRANSPORTATION AUTHORITY POLICE DEPARTMENT
COLLISION RECONSTRUCTION UNIT



Case # 13L007396

WITNESS STATEMENTS

Gabor Lovasz

[REDACTED]

The following witness statement was filled out in Hungarian, I made contact with Language Line Solutions (Bethany Headley) and they were able to translate the statement into English.

I drove up on the Maryland Bridge after 7 pm. At the ascending section of the bridge the traffic accelerated, so did I with the tempo of the traffic. I was going approx. 30-40 miles/hour when a car started flashing their lights behind me. My truck's mirror totters a little so I had to stare at it for about 3-4 seconds to see what was happening behind me. When I looked forward again, the (illegible) and the blue car in front of me had been almost completely stopped. I immediately stepped on the brake, and I signaled the overtake with my left indicator but I couldn't avoid the accident, since I didn't succeed with the overtake because the other cars were too close.

Statement was signed and dated on 7/20/13 Time: 12:18 am



MARYLAND TRANSPORTATION AUTHORITY POLICE DEPARTMENT

COLLISION RECONSTRUCTION UNIT



Case # 13L007396

WITNESS STATEMENTS CONT.

Morgan Jade Lake

[REDACTED]

[REDACTED]

DOB: [REDACTED] Sex: F Race: B

Mother's Cellular Phone # [REDACTED]

Cellular Phone # [REDACTED]

Father's Cellular Phone # [REDACTED]

Email address: [REDACTED]

I was travelling Eastbound Route 50 Approaching toll plaza. I believe i went to either lane 5,6,7. The lane was an EZ pass/ Cash lane. Toll Collector was either Caucasian or Hispanic and was heavyset with shoulder length brown hair in a pony tail. Paid in cash \$6.00 dollars and continued onto bridge. I was travelling in the right lane when traffic came to a stop. I noticed I was in traffic. I looked in rear view mirror and saw a red truck coming towards me fast. I froze and noticed he tried to turn left at the last second and than he hit me hard. Glass broke everywhere, air bags went off, I was flying on side of incline for awhile and than I fell my right side tip over. I screamed cuz I knew I was going off bridge. Before I could finish scream I was in the water. Water was above my head in seconds. I tried to lean forward but seatbelt was locked I wiggled a little bit and was finally able to get seatbelt off. I noticed the driver's side window was gone so I swam out of it and made it to surface I told myself I was going to die and swam towards rocks. I was rescued out of water by police presence.

Operator was unable to write:

Statement was written by Sr. Ofc. Staigerwald of CRU/ #0746

Mother was present in room (Melani Lake)

Morgan Lake (Operator) was coherent

[REDACTED]

Nurse stated she is ok for interview.

Date 7/20/13 Time: 0230



MARYLAND TRANSPORTATION AUTHORITY POLICE DEPARTMENT

COLLISION RECONSTRUCTION UNIT



Case # 13L007396

WITNESS STATEMENTS CONT.

Mary-Kate C Turner

[REDACTED]
[REDACTED]

Home Phone # [REDACTED]

DOB: [REDACTED] Sex: F

Rt 50 EAST BOUND Ches. Bay Bridge, right lane Traffic in front came to a abrupt stop-truck couldn't stop in time - hit car in front-pushing car over jersey wall - it was (unable to read) - truck jack knife before truck completely stopped (unable to read) car (unable to read) bridge

Don't know what caused abrupt stop

Statement was signed and dated on 7/19/13 Time: 9:00pm



MARYLAND TRANSPORTATION AUTHORITY POLICE DEPARTMENT
COLLISION RECONSTRUCTION UNIT



Case # 13L007396

WITNESS STATEMENTS CONT.

William Evans Smith

[REDACTED]
[REDACTED]

Home Phone # [REDACTED]

Cellular Phone # [REDACTED]

Work Phone # [REDACTED]

DOB: [REDACTED] Sex: M Race: White

Was two cars behind accident. Cars were starting to brake ahead of me but immediately noticed an 18-wheeler moving at different speed. The truck braked hard but too late to avoid impact with a red vehicle in front of it. My immediate concern was not running into the vehicles to my front and right. But did see the impact of the 18-wheeler and the red car and the car being pushed over the side of the bridge

Statement was signed and dated on 7/19/12 Time: 8:52pm



MARYLAND TRANSPORTATION AUTHORITY POLICE DEPARTMENT
COLLISION RECONSTRUCTION UNIT



Case # 13L007396

WITNESS STATEMENTS CONT.

Lisa Sutcliffe

[REDACTED]
[REDACTED]

Home Phone # [REDACTED]

Cellular Phone # [REDACTED]

Work Phone # [REDACTED]

DOB: [REDACTED] Sex: Female Race: White

18 Wheeler behind us going ways to fast. Traffic at a stop on bridge. Truck never stopped we were hit, my husband tried to (unable to read) & the vehicle Mazda (our vehicle) turned almost 180 in other lane

Statement was signed and dated on 7/19/12 Time: 8:55pm



MARYLAND TRANSPORTATION AUTHORITY POLICE DEPARTMENT
COLLISION RECONSTRUCTION UNIT



Case # 13L007396

WITNESS STATEMENTS CONT.

Ashley Nicole Woods

[REDACTED]
[REDACTED]
Home Phone # [REDACTED]

Work Phone # [REDACTED]

Driving across the bay bridge next to the tractor trailer (228tf) moving w/traffic at a faster pace. Traffic started braking when I looked up I knew it was too late for him to stop. He over corrected slammed on his brakes and smashed into the back of the red car and hit a blue SUV too. Pushed red car off the bridge and over the side wall into the water. Woman was able to climb out of the car and on the rocks to safety.

Statement was signed and dated on 7/19/12 Time: 2050



MARYLAND TRANSPORTATION AUTHORITY POLICE DEPARTMENT
COLLISION RECONSTRUCTION UNIT



Case # 13L007396

WITNESS STATEMENT CONT.

Anthony William Labbate Jr.

[REDACTED]
[REDACTED]
Cellular Phone # [REDACTED]

When driving East bound on bay bridge Tractor trailer in right lane hit car in front of him. He did not brake upon approaching traffic. Upon hitting car in front of him, he pushed it off the bay bridge. Upon completion of accident I ran over to edge of bridge to make sure driver of hit car was ok and a number to reach a family member. Driver was coherent and out of the car on the rocks. Driver said she was in car by herself.

Statement was signed and dated on 7/19/12 Time: 2050



MARYLAND TRANSPORTATION AUTHORITY POLICE DEPARTMENT
COLLISION RECONSTRUCTION UNIT



Case # 13L007396

WITNESS STATEMENT CONT.

Herbert Alfred Sutcliffe Jr.

[REDACTED]
[REDACTED]

Home Phone # [REDACTED]

Cellular Phone # [REDACTED]

Work Phone # [REDACTED]

Traveling EAST Bound on 50/301 Bay Bridge in the RT hand Lane at 50mph I was struck in the RAER BY A 18 Wheeler TRUCK TRAVELING AT A High Rate of Speed. I was puched SIDEWAYS for (a mark) 100 ft AND I thought I was going to go over the left edge of the Bridge into the water. Another CAR did go over on the RT. Side of the Bridge. We were stuck after the car that went into the water. So 2 cars totaled by an incompettent Truck driver traveling too fast for the Road Conditions.

Statement was signed and dated on 7/19/12 Time: 9:06



MARYLAND TRANSPORTATION AUTHORITY POLICE DEPARTMENT
COLLISION RECONSTRUCTION UNIT



Case # 13L007396

WITNESS STATEMENT CONT.

Sent Via Email

Email address [REDACTED]

Hi Detective Schapiro,

We were in the left lane 2 rows of cars back from the accident. I did not see initially what caused the truck and car to hit each other. What I saw was the red car being wedged in between the truck and the barrier wall. Basically the cab of the truck and the barrier wall formed an upside down "V" and the red car was wedged in between the truck and wall. Then the red car started to lift into the air, towards the wall and then was dumped over the side. It was truly slow motion watching the whole thing as the truck was skidding to a stop. It was at that point that I called 911. Please let me know if there is anything else I can do to help.

Laura Swanzey
[REDACTED]

Email was sent on July 24, 2013 at 12:33PM



MARYLAND TRANSPORTATION AUTHORITY POLICE DEPARTMENT
COLLISION RECONSTRUCTION UNIT



Case # 13L007396

WITNESS STATEMENT CONT.

Sent Via Email

Email address [REDACTED]

Good evening Coporal Schapirio,

Pursuant to our conversation this afternoon, the following is my first hand account of the accident on the Chesapeake Bay Bridge on July 19, 2013 at approximately 8- 8:15 PM.

My wife and I started to cross the bridge Eastbound and after about ¼ of a mile, the traffic stopped suddenly. I braked quickly and at the time noticed a semi truck in the right lane that had pinned a red sedan against the wall. The truck had locked its brakes and they were squealing in an attempt to stop. The trailer of the semi appeared to begin to sway toward the middle of the road. The truck with the sedan pinned to the wall were grinding along the wall—glass was shattering and parts of both vehicles appeared to be crumbling. The sedan was very badly damaged. After a few feet, the force of the truck against the car forced the car to lift off the ground, and after a few more feet, the truck pushed the car over the barrier and into the water. At this point, my wife and I called 911 and reported the incident. After we hung up, I exited my vehicle and ran to the spot where the car went over the barrier. My vehicle was approximately four car lengths behind the semi, although there were only two cars between the semi and my vehicle (a Toyota Sequoia and another Jeep Grand Cherokee were in front of my Jeep, with all three of us in the left lane.) When I arrived at the barrier where the car went over, I located the driver of the sedan as she was clinging to the rocks that surrounded a bridge piling. I began to yell down to her that 911 has been called and that help is on the way, that she should stay where she is and that she will be ok. Police arrived on the scene a few minutes later.

Gene Swanzey
[REDACTED]
[REDACTED]
[REDACTED]

Email was received on July 24, 2013 at 11:14 PM